

## **REGIONAL RESPONSE TEAM 10/NORTHWEST AREA COMMITTEE (RRT/NWAC) PUBLIC SESSION MINUTES**

**0800 – 1630 TUESDAY 19 November 2013**

**Hilton Executive Tower, 23<sup>rd</sup> Floor Conference Room  
921 SW 6<sup>th</sup> Avenue, Portland, Oregon 97204**

**Sign-in sheets can be viewed [here](#).**

### **Safety Briefing, Introductions, Opening Remarks**

Ms. Heather Parker of the United States Coast Guard District 13 (USCG D13) welcomed everyone to the meeting and introduced herself and Ms. Josie Clark of the United States Environmental Protection Agency (USEPA). She also gave a safety briefing.

Captain Sean Mackenzie of USCG Sector Columbia River (SCR) stationed in Astoria, Oregon introduced himself and the USCG members that are in attendance and their roles in SCR. Captain Jones is the Sector Commander and sent his regrets that he could not attend. His tenure ends next summer and the new Sector Commander should be named in the near future. Captain Mackenzie outlined the stations, the resources available, and the jurisdiction of SCR. He discussed the two main issues of concern to SCR are crude by rail and potential liquid natural gas (LNG) and the planned facilities that will be located in SCR. The Granby response is an example of excellent interaction between Washington State Department of Ecology (Ecology), USCG, the responsible party and their contractor. The week following this response was the grounding of the fishing vessel Andriana, which is another example of excellent coordination with state partners as well as National Oceanic and Atmospheric Administration (NOAA), and US Fish and Wildlife Service (USFWS).

Mr. Bruce Gilles of Oregon Department of Environmental Quality (ODEQ) welcomed the attendees and called out the representative from the Warm Springs Tribe and recognized the members of the Steering Committee for preparing an excellent agenda and selecting topics that are very relevant to the area and the times. Finally he recognized the attendance of his predecessor Jeff Christensen.

Mr. Calvin Terada of US Environmental Protection Agency (EPA) welcomed the attendees and expressed his pleasure at seeing so many people from various private and public agencies. This will improve coordination during a response which will help protect the community that may be impacted.

Attendees introduced themselves.

### **Northwest Area Committee and NW Area Contingency Plan Overview**

Ms. Josie Clark gave a power point presentation on the Northwest Area Committee (NWAC), and the Northwest Area Contingency Plan (NWACP). This presentation can be viewed [here](#).

### **Outcome of 2013 Task Forces, Changes to the Northwest Area Contingency Plan for 2014, 2014 Summit**

Ms. Parker gave a power point presentation on the outcome of the 2013 Task Forces, changes to the NWACP for 2014, and the upcoming 2014 Summit. This presentation can be viewed [here](#).

Ms. Linda Pilkey-Jarvis provided an update on the Lessons Learned Task Force which explored how to more formally incorporate lessons learned. This will be a database that industry representatives will be able to add information following a drill. This information will be reviewed at the annual Summit.

## **On-Scene Coordinator Reports**

### **US Coast Guard Sector Columbia River**

Lieutenant John Titchen gave a presentation regarding updates from SCR. This presentation can be viewed [here](#).

### **US Coast Guard Sector Puget Sound**

Lieutenant Commander Lance Lindgren gave a presentation regarding updates from SPS. This presentation can be viewed [here](#).

### **US Environmental Protection Agency**

Mr. Dan Heister gave a presentation on EPA actions for the Third Quarter. This presentation can be viewed [here](#).

### **Washington State Department of Ecology**

Mr. David Byers gave a presentation on Ecology actions over the previous 12 months. This presentation can be viewed [here](#).

### **Oregon Department of Environmental Quality**

Mr. Mike Renz gave a presentation on the Warm Springs Indian Reservation Response. This presentation can be viewed [here](#).

### **USCG Pacific Strike Team**

Lieutenant Mandy LeMonde gave a presentation on the Samoa Pulp Mill Case Study. This presentation can be viewed [here](#).

## **Oil Sands and Bakken Crude Products Technical Session**

Mr. Byers gave a presentation of oil sands transportation issues in the region. The presentation can be viewed [here](#).

## **Railroad Systems, Hazmat Loading and Response Readiness**

Mr. Pat Brady of Burlington Northern Santa Fe (BNSF) Railroad gave a presentation on BNSF safety. This presentation can be viewed [here](#).

Mr. Jeff Dukes of Union Pacific Rail Road (UPRR) gave a presentation regarding UPRR capabilities. This presentation can be viewed [here](#).

## **Facilitated Discussion of crude laden train derailment into the Columbia River**

Lieutenant Commander (LCDR) Tim Callister of USCG D13 facilitated a discussion of a train derailment. LCDR Callister reviewed common language, what a response organization would look like, the phases of a response, and how to obtain the common goal to open the rail and the river.

If there is an accident along the Columbia River who will be responding? EPA, USCG, ODEQ, NOAA, Ecology, Army Corps of Engineers (USACE), Federal Rail Administration (FRA), cleanup contractors, tribal organizations,

county health, local fire, press, Columbia Riverkeepers, the cargo owner. The public expectation is that all of these organizations would work together.

The tribe may fill a role in Command Staff or as a liaison. The Warm Springs Tribe has 10.3 million acres as well as usual and accustomed (UA) fishing along the Columbia River. Positions in Incident Command system (ICS) would be filled like in any other oil response. Mr. Brady stated the BNSF internal structure would be different than a traditional ICS structure; however, they are working on training personnel to integrate into ICS. The BNSF Environmental Hazmat personnel would act as a liaison to BNSF and Unified Command (UC).

Mr. Terada inquired if the rerailing and haz mat response would be occurring concurrently or separately. Mr. Brady replied it would depend on the type of the response (e.g. anhydrous ammonia – this would be concurrent activities vs. a car in the river – which would be separate). These activities would in actuality be conducted under operations regardless.

The scenario being discussed is a unit train with a four-car derailment into the Columbia River of 116,000 gallons of Bakken Crude in the river.

Who would be the first to report the incident?

The Conductor is required to walk the train and they will make the notification when they see derailed cars. Depending on the length of the train, the public could see/hear the derailment prior to the conductor. First call by the conductor is made to Dispatch (BNSF – Ft. Worth, Texas UPRR – Omaha, Nebraska). The conductor will provide information to dispatch who will then call local fire and BNSF hazmat and fire, they will then initiate a contractor response (Global Diving and NRC contractor for environmental response in WA/OR). Central dispatch notifies USCG and EPA.

Are the contents of the cars in the river immediately known?

In a unit train it is immediately known. This information may not be known at the NRC notification. If it is a manifest/merchandise train, then it could take an additional 15 to 20 minutes to know what is in the car in the river. If the material is not listed as hazardous, then the railroad may have to contact the shipper to determine the contents.

Would the strategies be employed prior to knowing the contents?

Mr. Brady replied BNSF would have to respond as if the material was oil; however, there would be delays just to know there are cars in the river, BNSF would deploy the contractors and materials simply because there are cars in the water in case the material is hazardous material.

What are the hazards to 1<sup>st</sup> responders of a crude derailment?

Explosion, fire, inhalation hazard with benzene, access can be difficult, safety hazards (e.g. slips, trips, and falls).

What are the hazards around the track and what are the precautions?

Initially, the track would be shut down. Most hazards after the track is opened are with slips, trips, falls, water hazards, and pinching. The chemical hazard is actually lower than the physical hazards.

What are the concerns for the waterway?

CAPT Mackenzie responded the USCG would launch a helicopter and small boat from Portland, the USCG would determine if the waterway would need to be closed and the potential economic and political impacts of this decision would be taken into consideration.

How is a common message delivered to the press?

The FOSC, the state, and the RP would meet (if in a tribal area, the Tribe would also have representation) they would develop their priorities. When the time came to address the media, they would describe what the USCG, state, tribe, and RP are doing and deliver the message that they are all working to the same goal. Agencies likely put out their own press release prior to UC forming. After UC is established, there should be a unified message. Without UC the numbers will not match and the information may be contradictory.

Within the railroad who is authorized to speak to the media?

UP has delegated Public Information Officer (PIO) personnel these people are not the hazmat personnel. For BNSF, they have dedicated PIO and the HazMat Managers are trained to provide information, they have a representative out of Seattle.

Mr. Jensen stated that UC could get very large very quickly in this type of scenario.

FRA involvement is generally to determine the cause of the incident to weigh in on response operations.

At the end of the day, there is a common objective – keep workers safe, mitigate damage, and reopen economic avenues.

Ms. Parker added the back end of the spill would be a shoreline cleanup effort and would continue for months. The railroads do not have a limit of liability.

## Closing Comments

CAPT Mackenzie thanked the attendees with all of the current fiscal constraints and thanked the Steering Committee Co-Chairs for a successful meeting and thanked the media and members of the public for their attendance and participation in the meeting.

Mr. Bruce Gilles thanked all the participants in the facilitated discussion, as well as the presenters on the exercises and responses from the previous quarter.

Mr. Calvin Terada thanked all for attending and called special attention to industry partners for their attendance and participation.